

Twenty-Sixth Triennial Conclave.



North Dakota to the Sea.



.....To Boston, Mass., A. D. 1895.

THE TWENTY-SIXTH TRIENNIAL CONCLAVE
OF THE
Grand Encampment Knights Templar of the United States

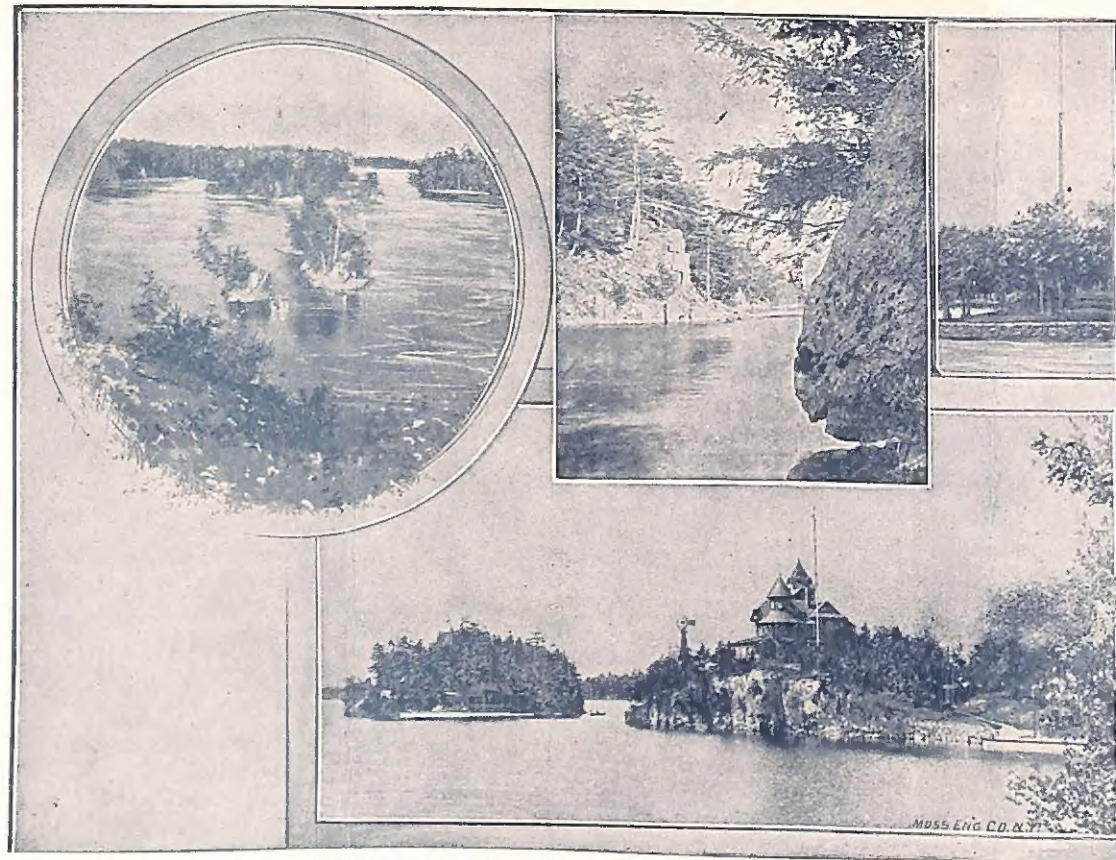
WILL BE HELD IN
BOSTON, MASSACHUSETTS,
Beginning Monday, August 26th, 1895.



HIS promises to be the grandest event in Templar Masonry that has ever occurred, it being the custom of the several Grand Bodies and the local Commanderies of the different States to join in these Triennial Pilgrimages, and our Fraters are coming from all sections by thousands and tens of thousands. The Templars of Massachusetts and Rhode Island for more than two years have been making active preparations for the comfort and entertainment of the multitude who will be their guests. They will expend many thousands of dollars, and will leave nothing undone that will tend to make this a successful and memorable event. "If necessary, make the supreme effort of your life to go, for the ghost of a grand opportunity lost will haunt the slumbers of all who are not with us." One year ago a suite of parlors was secured at the Hotel Vendome, "The Palace Hotel of Boston," and located in the center of attractions for this knightly gathering, to be occupied by the Grand Commandery of North Dakota, as "North Dakota Headquarters." The rooms selected are up one flight, with large windows fronting on Commonwealth Avenue. On the same floor, at the other end of the large hallway, is the headquarters of the Grand Master of the United States, and in the same building are located several Grand Commanderies.

The headquarters of North Dakota will be shared with the Grand Commandery of our sister jurisdiction, South Dakota, and the "Twin Dakotas" surely "will be strictly in it during every minute" of their stay in Boston. It is also intended to make the trip not simply one of going to Boston and returning, but one of pleasure, sight-seeing and of general interest to the Fraters of North and South Dakota and their friends.

The trip will not be confined to Sir Knights alone, but their families and friends are cordially invited to join in this "summer vacation" that will include going and returning nearly six thousand miles of rail and water travel, visiting many points of interest in the "Queen's Dominion,"

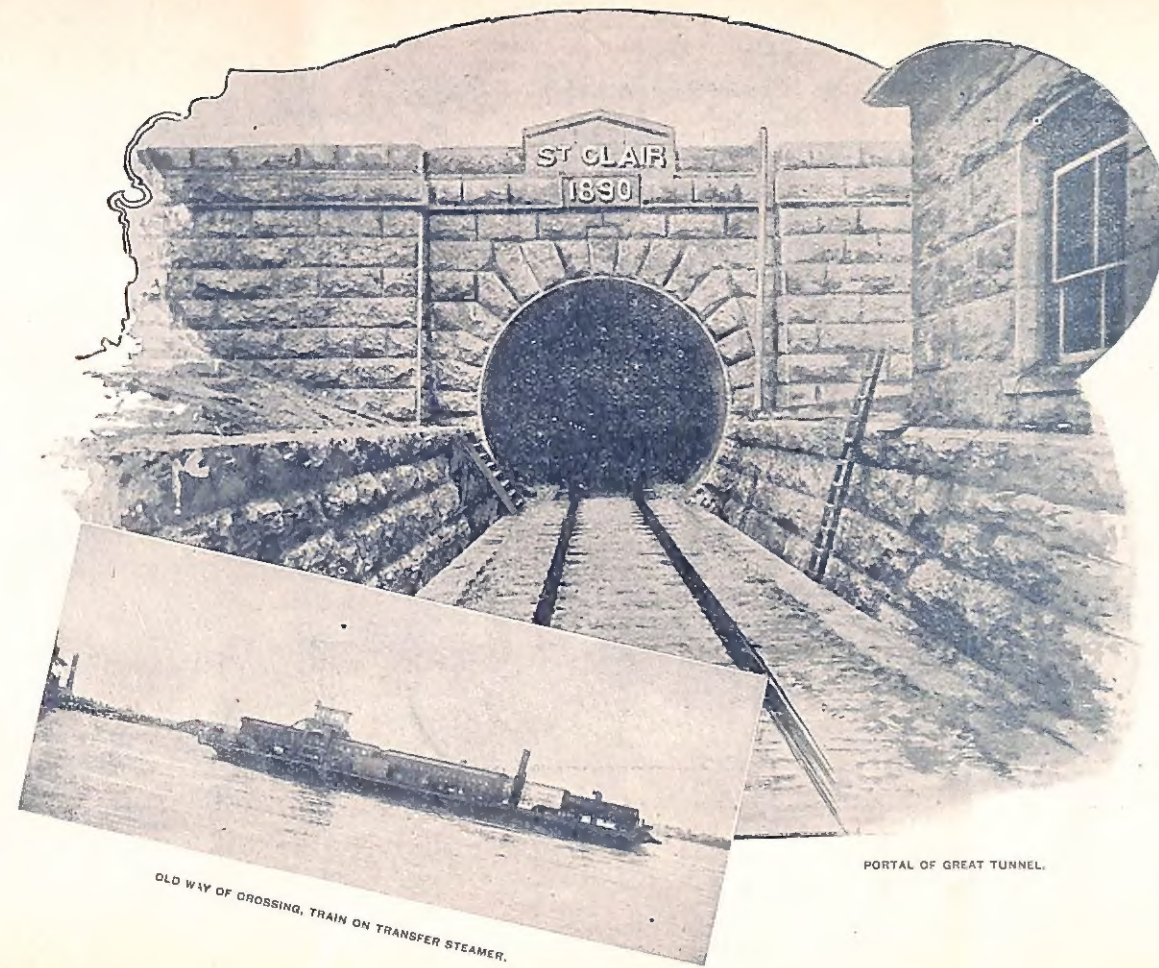


GEMS OF THOUSAND ISLANDS' SCENERY, ST. LAWRENCE RIVER.

and a variety of scenes among the mountains, the lakes and the rivers of New England, and from North Dakota to the sea—thus affording an opportunity to visit the many attractive places in the East under the most favorable conditions, and at a comparatively small expense.

It will add largely to the pleasure of the trip if the Fraters from North Dakota would co-operate and go together in a body—the routes outlined will perhaps serve the convenience of all—therefore it is hoped that a large number from North Dakota, together with as many of their friends as can make it convenient to join them, will arrange to form a large party to participate in this gala trip to Boston, and thus have a sufficient number to fill a special train composed entirely of vestibuled sleeping cars that will run through from St. Paul to Boston without change.

The several sleeping cars to arrive in Chicago over the C. & N. W. R. R. are to be consolidated into a "North and South

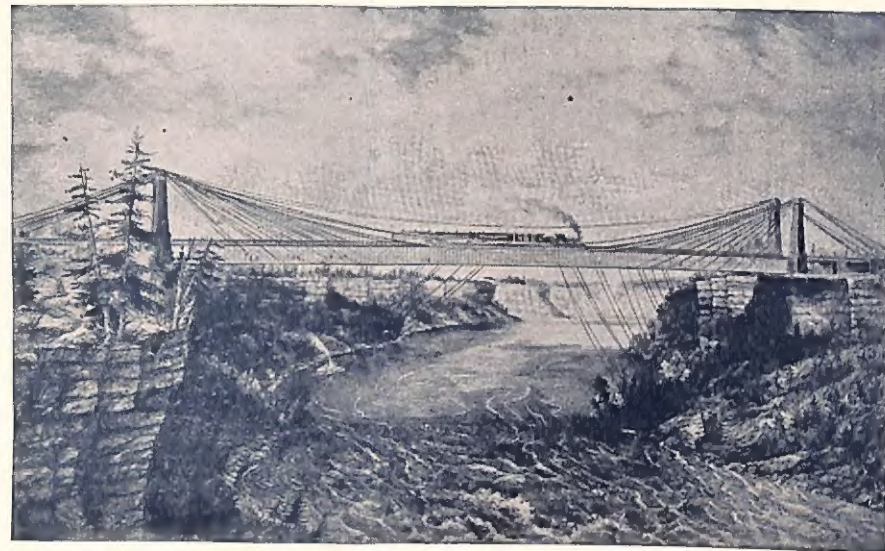


PORTAL OF GREAT TUNNEL.

THE ST. CLAIR TUNNEL.

Dakota Special" that will leave Chicago for the East over the Chicago & Grand Trunk Railroad. It is hoped that the route selected will prove to be of interest. However, a description cannot be made in detail of the beauties of this attractive journey, the limited space permitting only a glimpse here and there of some of the principal features.

All Sir Knights and their friends living north and west of Grand Forks must arrive in time to leave Grand Forks at 6:15 A. M. August 21, upon the Great Northern Railway, and all living west, southwest and northwest from Fargo must arrive in time to leave Fargo at 9:10 A. M. Aug.



GRAND TRUNK RAILWAY SUSPENSION BRIDGE, NIAGARA FALLS.

tumbling in one grand plunge over a precipice 164 feet in height. "'Tis said a grander spectacle is not to be seen on the American Continent, if in all the world; you see and feel what no language can express nor pen describe." Arrangements will be made for a side trip to Queenstown by the trolley car line on the Canadian side of the river, which is constructed close to the high bank, affording an excellent view of the great cataract, the whirlpool rapids, and other points of interest.

21, on the Great Northern Railway, the run to St. Paul thus being made in the day-time. Dining car accommodations and chair cars will be provided. Our party will arrive in St. Paul at about 6 o'clock P. M. the 21st of August, and leave upon the elegantly appointed train of the C. & N. W. R. R. at 8:10 P. M., arriving in Chicago at 9:30 A. M. Aug. 22, at the C. & N. W. depot, corner of Wells and Kinzie Street.

The party will be free to enjoy the time spent in Chicago as they may wish, but all should be at Dearborn Station (Dearborn and Polk Streets) in ample time prior to the hour scheduled for the departure of the train, which will leave Chicago at 2:30 P. M., leaving on the Chicago & Grand Trunk Railroad, crossing the State of Michigan to Port Huron, where the railroad passes through the great tunnel under the St. Clair River; thence in Canada until Niagara is reached, and crossing the gorge below the falls by the world-renowned railway suspension bridge, 258 feet above the water, and arriving at Niagara Falls at 7 A. M. Friday, August 23. A stop of several hours will be made here to view the greatest natural wonder in the whole world, where the mighty torrent of waters comes

The train leaving Niagara Falls at 3 P. M. and arriving at Kingston Wharf at 3 A. M. Saturday, August 24, where a steamboat of the Richelieu & Ontario Navigation Company will be in waiting to receive the passengers to continue the journey by steamer down the St. Lawrence river to Montreal.



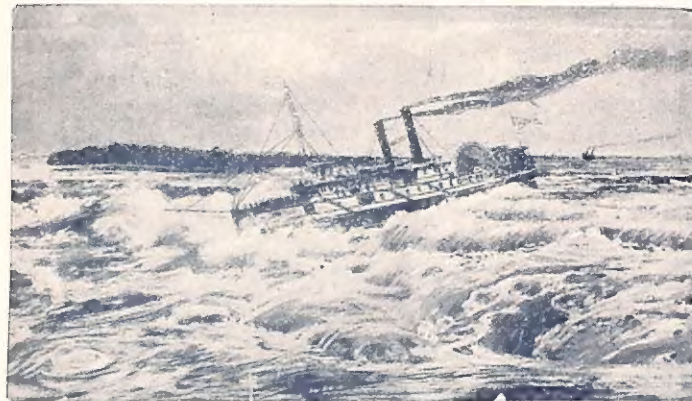
NIAGARA FALLS FROM PROSPECT PARK.

The daylight ride down the St. Lawrence river, among the Thousand Islands and running the Rapids, is a succession of scenes of interest and delight.

"Not so wide as the Amazon, not so long as the Mississippi, not so famous for historic traditions as the Hudson, nor for ruined castles as the Rhine, yet the St. Lawrence is more attractive to the tourist than either, and suffers by comparison with neither nor all of them." The steamer will leave the wharf at 5 A. M., and soon after leaving Kingston the Thousand Islands begin. These many beautiful islands extend for fifty miles down the river, and are said to be the most numerous collection of river islands in the world. They are of every conceivable size, shape and appearance; some are very small and others cover several acres. Many are thickly wooded, others have rocky cliffs, and all are indeed beautiful. The islands are a famous summer resort, and from the steamer's deck are seen many large hotels, numerous elegant summer homes, and countless cottages that dot the islands. The steamboat threads its course among the many islands, often passing close to the green banks, and rounding the curves the vision is greeted by a pleasing picture that is constantly changing. Some distance after passing the islands the first rapid is reached, called Gallope Rapids; then the long Sault, a continuous rapid for nine miles, the surging waters appearing like the ocean in a storm, arousing the enthusiasm and interest of the passengers; then comes Lake St. Francis, twenty-five miles long. The course of the river is now wholly within the borders of Canada; then the Coteau Rapids for two miles, followed by the Cedar Rapids, the Split Rock and the Cascades in succession. Then follows Lake St. Louis, twelve miles long, and into which empties the Ottawa river, the smooth waters being a notable contrast to what

has just been passed, and also to what is yet to follow, for after passing the lake the waters ahead are lashed into foam, and the steamer approaches the celebrated Lachine Rapids, the most difficult of navigation. Steam is shut off as the current is very swift and the descent is rapid. The peculiar sinking motion of the boat causes a sensation that is novel, and the foaming waters with projecting rocks add to the excitement, producing feelings of terror and delight; but the trusty men at the wheel guide the boat with caution and in safety. In the evening about 6 o'clock the boat lands at Montreal, the largest city in Canada, after a day that has been crowded with delightful experiences that will long be remembered.

The cars that were left at Kingston in the early morning will have arrived at Montreal about noon, conveying those of the party who may prefer not to take the St. Lawrence river



STEAMER RUNNING LACHINE RAPIDS, ST. LAWRENCE RIVER.



ROW BOAT IN RAPIDS, ST. LAWRENCE RIVER.

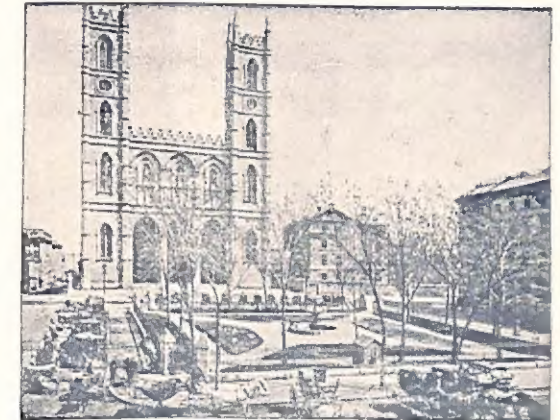
trip, and thus spend the afternoon in Montreal. Those who continue on the cars to Montreal will find much interesting scenery on the trip, and the afternoon can be well spent in and about the city. Among the public buildings of more than ordinary interest are the many churches, notably the Cathedral of Notre Dame, which is said to be the finest in America, costing \$1,000,000; its two towers are 220 feet in height. In one is a chime of bells and in the other a giant bell weighing nearly 30,000 pounds. Also a drive to the summit of Mount Royal, from which the city takes its name should not be missed.

The evening will be spent in Montreal, the train leaving about 11 P. M., and arriving Sunday morning about 8 A. M. at that ancient and historical city, Quebec. The Old Walled City of Quebec, with its quaint antique appearance, the old-time buildings, with narrow, crooked and steep streets, also its picturesque surroundings, together with the many historical associations, is perhaps the most interesting city on the American Continent. Beecher said, "Here is a curiosity that has not its equal in its kind on this side of the ocean." The site was first visited by the French in 1535, the



MONTREAL HARBOR.

city founded in 1608, and "history records the deeds of heroism, the conquests and warfare that have here been enacted." Here are the renowned plains of Abraham, where that noted battle was fought, and the dizzy precipice that was scaled by Wolfe and his brave soldiers. The Citadel, 330 feet in perpendicular height from the river, is reached by a winding ascent through gateways in the old wall, and overlooks the ancient lower town, the more modern upper town, the river and harbor, and the country for miles around affording a magnificent view. A visit to this seemingly foreign city should alone repay for the whole trip.



NOTRE DAME CATHEDRAL, MONTREAL.

At 6 p. m. the train will leave Quebec and continue on among the White Mountains to the Atlantic Coast, arriving at Boston Monday morning, August 26. A programme for the days spent in Boston will be issued later. However, the Grand Parade will take place on Tuesday, August 27. Those of the party who may be making their first visit to Boston can be assured that there is a great deal of interest to be seen in the city and its immediate vicinity that would occupy several days of sight-seeing, this locality furnishing many places of great historical interest.

Side trips can be arranged from Boston by both water and rail, including a visit to the Plymouth Rock and other places of note.

The Triennial Committee will aid all pilgrims in securing suitable quarters at Boston so far as possible.



VICTORIA SQUARE, MONTREAL.



ITINERARY.

TUESDAY, AUGUST 20TH

Leave Minot at 11 p. m., Great Northern R. R.
 Leave Grafton and points north at 5:37 p. m., Great Northern R. R.
 Leave Dickinson 9:05 p. m., Northern Pacific R. R.

WEDNESDAY, AUGUST 21ST

Leave Grand Forks at 6:15 a. m., Great Northern R. R.
 Leave Hillsboro at 7:45 a. m., Great Northern R. R.
 Leave Mandan at 12:54 a. m., Northern Pacific R. R.
 Leave Bismarck at 2:15 a. m., Northern Pacific R. R.
 Leave Jamestown at 5:35 a. m., Northern Pacific R. R.
 Leave Valley City at 6:53 a. m., Northern Pacific R. R.
 Leave Fargo at 9:10 a. m., Great Northern R. R.
 Leave Devils Lake at 3:05 a. m., Great Northern R. R.
 Leave Larimore at 5:06 a. m., Great Northern R. R.
 Leave St. Paul at 8:10 p. m., C. & N. W. R. R.

THURSDAY, AUGUST 22ND

Arrive Chicago, C. & N. W. R. R., at 9:30 a. m.
 Leave Chicago, C. & G. T. R. R., at 2:30 p. m.

FRIDAY, AUGUST 23^D

Arrive Niagara Falls, G. T. R. R., at 7:00 a. m.
 Leave Niagara Falls, G. T. R. R., at 3:00 p. m.

SATURDAY, AUGUST 24TH

Arrive Kingston, G. T. R. R., at 3:00 a. m.
 Leave Kingston, R. & O. N. Co. Steamer, at 5:00 a. m.
 Arrive Montreal, R. & O. N. Co. Steamer, at 6:00 p. m.
 Leave Kingston, G. T. R. R., at 6:00 a. m.
 Arrive Montreal, G. T. R. R. at 12 m.
 Leave Montreal, G. T. R. R., at 11 p. m.

SUNDAY, AUGUST 25TH

Arrive Quebec at 8:00 a. m.
 Leave Quebec at 6:00 p. m.

MONDAY, AUG. 26TH

Arrive Boston at 10:00 a. m.

THE RETURN TRIP.

The members of the party can return independently, if desired, the tickets valid returning from Boston on any date from August 30th to September 10th, inclusive. Extensions will be granted to September 30th upon application to joint agent.

NO. 1.

Boston & Main R. R., Grand Trunk, and Chicago and Grand Trunk R. R. via Montreal to Chicago.

Through sleeping cars Boston to Chicago.

NO. 2.

Fitchburg R. R. to Rotterdam Junction. Stop-over privilege for side trip to Saratoga Springs and Lake George.

West Shore R. R. and C. & G. T. R. R. to Chicago.

NO. 3.

Fall River or Norwich Line Steamer to New York.

Hudson River day line steamer to Albany.

West Shore R. R. to Suspension Bridge.

Grand Trunk R. R. to Chicago.

NO. 4.

Same as No. 3 to Albany.

D. & H. R. R. R. to Saratoga and via Lake George, and along the west shore of Lake Champlain to Rouse's Point.

G. T. Ry. and C. & G. T. Ry. via Montreal to Chicago.

NO. 5.

Same as No. 4 to Lake George via Caldwell.

Steamer on Lake George to Baldwin.

D. & H. R. R. R. (west shore of Lake Champlain) to Rouse's Point.

Same as No. 4 to Chicago.

NO. 6.

Same as No. 3 to New York.

Pennsylvania lines to Chicago, or Baltimore & Ohio R. R. via Washington to Chicago.

Information as to other routes returning will be furnished by addressing T. BAKER, JR., Chairman Triennial Committee, Fargo, North Dakota, or E. H. HUGHES, Gen. Western Pass. Agt., C. & G. T. R. R., No. 103 Clark St., Chicago, Ill.

PRICE OF TICKETS.

The railroads have made a rate of one fare for the round trip to Boston, going and returning the same route. Should there be any further reduction our party will have the benefit.

Returning by a different route, Boston to Chicago than the route going, 60 per cent. of the combined rate going and returning Chicago to Boston is made, on account of the various routes returning from Boston to Chicago the local ticket agents will charge a one-fare rate to Chicago, plus the one-fare rate going and returning Chicago to Boston, and issue an exchange order on the C. & G. T. R. R., which will be exchanged at their city office, 103 Clark Street, (or Dearborn Station) for ticket going and returning any route desired by paying the additional charge for the return route selected. An additional extra charge of \$3.00 is made for the St. Lawrence river boat trip going.

The rates given below in figures is the rate *only* from Chicago to Boston and returning to Chicago. To this must be added the rate to Chicago from starting point, which is one fare for the round trip to Chicago.

The rate from St. Paul to Chicago and return is.....\$11.50

The rate from Chicago to Boston by the route outlined and returning to Chicago by route shown herein as No. 1 is..... 22.00

This route returning is the same as going, *excepting* both the St. Lawrence river boat trip and the side trip to Quebec.

Returning shown as No. 2.....\$27.00

Returning shown as No. 3..... 26.40

Returning shown as No. 4..... 27.20

Returning shown as No. 5..... 30.20

Returning shown as No. 6, (Pennsylvania lines).... 28.80

Baltimore and Ohio, via Washington..... 27.50

NOTE — An arbitrary rate of \$3.00 is demanded for the St. Lawrence River steamboat trip; therefore, to each of the rates named above, \$3.00 must be added for the steamboat trip going.

IMPORTANT.

In order that ample arrangements may be made for sleeping car space on the trip going, it is important that all who intend going shall at once send their names to either W. T. Perkins, Bismarck, N. D., T. Baker, Jr., Fargo, N. D., or C. A. Hale, Grand Forks, N. D., and by remitting \$5.00 as a deposit, sleeping car space will be reserved.

If all who intend going will at an early date comply with this request, it will greatly aid the committee and insure ample accommodations being provided.

Special sleepers will run through from St- Paul to Boston without change.

SPECIAL SLEEPING CAR RATES.

Double berth, St. Paul to Boston.....	\$7.50
Double berth, Chicago to Boston.....	5.50

A charge at the rate of \$45.00 per day is made for sleeping cars for the time occupied in the stop-over, as proposed at Quebec.

RATES RETURNING.

Double berth, Boston to Chicago....	\$5.50
Double berth, New York to Chicago.	5.00
Double berth, Albany to Chicago.....	4.50
Double berth, Montreal to Chicago.....	5.00

Members of the party can have their letters addressed care of "North Dakota Headquarters, Hotel Vendome, Boston."

R. E. SIR CLARENCE A. HALE and R. E. SIR D. M. HOLMES, Grand Forks, North Dakota, will be in charge of arrangements for the party from Grand Forks and vicinity.

V. E. SIR W. T. PERKINS, Bismarck, North Dakota, will be in charge of arrangements for the party from Bismarck and vicinity.

E. SIR T. BAKER, JR., Fargo, North Dakota, will be in charge of arrangements for the party from Fargo and vicinity.

E. SIR J. D. BLACK, Valley City, North Dakota, will be in charge of arrangements for the party from Jamestown, Valley City and vicinity.

North Dakota Triennial Committee: E. SIR THOMAS BAKER, JR., Fargo, Chairman, V. E. SIR W. T. PERKINS, Bismarck, Secretary, R. E. SIR C. A. HALE, Grand Forks, E. SIR J. D. BLACK, Valley City, R. E. SIR D. M. HOLMES, Grand Forks.

YOU WILL MISS IT IF YOU DON'T GO.